

ARTICLE 401

LAND USE DEFINITIONS AND STANDARDS

INTRODUCTION TO LAND USE DEFINITIONS AND STANDARDS

The land use categories used on all the maps herein are generalized. Boundaries are not meant to be precise as to blocks or property lines. Categories are descriptive of general development, recognizing that some intermixtures are permissible or desirable. Residential areas shown include schools, churches, and playgrounds. They include retail establishments which are small, strictly neighborhood-oriented and nonabrasive. Other forms of intermixture may include institutional uses where such uses are compatible within a commercial designation; commercial within industrial uses, etc. The residential land use categories designate a general residential density for neighborhoods, but intermixture of compatible buildings at a lesser or greater density is not considered undesirable.

□ **POLICY 401-1: *Residential areas.***

The Existing General Land Use and Future General Land Use maps show six categories of residential areas.

RL **Low-density single-family residential** areas should have an overall density up to 12 dwelling units per net residential acre and provide conservation and reinforcement for existing viable residential development. All new housing should be developed compatibly with existing housing and should consist of predominantly one- and two-family structures, with some one-family attached townhouses and apartments.

RLM **Low-medium density residential** areas should have an overall density of 13 to 20 dwelling units per net residential acre and provide conservation and reinforcement for existing viable residential development. All new housing should be developed compatibly with existing housing and should consist of predominantly one-family attached townhouses and some apartments.

RM **Medium-density residential** areas should have an overall density of 21 to 30 dwelling units per net residential acre and provide conservation and reinforcement for existing viable residential

development. All new housing should be developed compatibly with existing housing and should consist of predominantly one-family attached townhouses and apartments two stories and above.

RH **High-density residential** areas should have an overall density of 30 or more dwelling units per net residential acre and provide conservation and reinforcement for existing viable residential development. All new housing should consist predominantly of apartments and some one-family attached townhouses.

SRC **Special residential-commercial** areas (predominantly residential) should provide for new high- and medium-rise apartments developed compatibly with general commercial and/or institutional uses, and also should provide conservation and reinforcement for existing viable residential development. These areas should be located along major radial thoroughfares, or at a major gateway into the City or major centers where the intersection of freeways and major thoroughfares have off and on ramps in each direction, provided that these areas are served by, support, and complement an area of major commercial activity such as downtown Detroit (Central Business District), New Center, or other employment centers. New apartment development should be above and/or alongside the compatible general commercial and/or institutional uses so that both gain accessibility and/or exposure by a thoroughfare frontage location.

**RLC,
LC or
TRC** **Residential / Local commercial** (Local Commercial or Thoroughfare Residential / Commercial) provides for the day-to-day consumer goods and services required to serve a small residential area. High traffic-generating and traffic-oriented uses should be restricted in these areas because of their undesirable influence upon adjacent residential areas.

This land use category is designed to be used primarily on major or secondary thoroughfares wherein the major use of the property would be for low-medium density residential dwellings characterized primarily by apartment dwellings.

The category includes multiple-family dwellings, attached and two-family dwellings, and certain other residentially-related uses which can function most advantageously when located on these thoroughfares. Other uses which may be appropriate include medical and dental clinics, motels or hotels, and certain types of non-profit uses.

❑ **POLICY 401-2: *Residential-Conditional Industrial Areas.***

In residential areas of the City which are proposed for industry on Master Plan maps, the City should insure that the well-being of the residents is protected while still providing for further industrial development necessary for employment, tax base, and industrial services and products.

METHODS:

Expansion of industrial activity into such residential areas should occur from the edges of the existing industrial area outward, and should occur in a manner which protects the remaining residential area from nuisances or dangers such as excess heat, light, sound, radiation, odor, smoke, dust, and traffic.

Residents should be protected through the regulations of the Zoning Ordinance against the further location of industrial activity in the interior of residential areas.

❑ **POLICY 401-3: *Differing structure types.***

In situations where the policy is to promote the improvement of a residential neighborhood through the introduction of residential structures which are different from the existing structures, the existing homes should be protected and all new development should be made compatible with them.

❑ **POLICY 401-4: *Commercial areas.***

MC

Major commercial areas consist of a high concentration of office activity and related supporting services; retail trade at the comparison shopping level (includes neighborhood shopping and local commercial as well); specialized shops, stores, and services which require a large population to support them; and high-rise and medium-rise apartments and hotels. The level of activity is generally region-wide in service areas with offices and headquarters relating to State, national, and international

operations. The primary focus should be an office employment center.

Major commercial areas should be located so as to be highly accessible from the City and the region by freeways, major thoroughfares, and mass transit.

Major commercial areas should be developed at a high intensity in order that a large number of activities can take advantage of the location and linkages between activities can be strengthened. Multi-use structures combining office, retail, and residential activities are appropriate. Parking structures and mass transit service should be used as a means of achieving compact, intense development. Ground level activity should be pedestrian, shopping, and entertainment oriented so as to achieve maximum utilization of the concentration of public and private development.

Detroit has two major commercial areas: downtown Detroit (CBD) and the New Center.

SC

Special commercial-residential areas (predominantly commercial) consist of either a major office headquarters complex, an international gateway, or a major spectator sport or convention facility of regional significance, with supporting office and service activities, apartments, and their necessary service facilities. Special commercial-residential areas should possess excellent accessibility by freeways, major thoroughfares, and mass transit.

Special commercial-residential areas should be developed with a compatible mixture of uses that require excellent accessibility and/or the proximity to special features described above. Typical special commercial-residential uses, in addition to the major facility, are medium-rise offices, motels, restaurants, major institutions, and medium- and high-rise apartments. The mixture of uses to be encouraged in special commercial-residential areas may vary in relation to the particular location and major activity, but the area should retain a commercial (work place) predominance and focus. It is desirable to have at least 20 percent of the floor area in a special commercial-residential area devoted to medium- and high-rise apartments, developed compatibly above or alongside commercial uses so as to obtain maximum access and

exposure to the major commercial or institutional development. Wherever feasible, existing viable residential development should be retained and reinforced.

GC **General commercial** areas consist of low-intensity retail and wholesale uses along major thoroughfares which are suitable for business, warehouse, and some light industrial activities. Typical general commercial uses are automobile and furniture salesrooms and repair shops, business services, building and contractor offices, and wholesale distributors. Some local commercial and multiple residential uses may also locate with advantage in these areas. General commercial uses that have no marked adverse affect on residential areas can locate in areas which adjoin residential and special residential-commercial areas. General commercial uses that, because of the nature of their business and/or operational characteristics, have a marked adverse affect on residential areas, should locate in those areas that are separated from residential development by freeways and major thoroughfares.

CC **Comparison shopping centers** are those that offer merchandise for sale in major department stores or stores of a national or chain type, and where there are several stores in the area selling the same type of merchandise which would enable the shopper to make comparisons before buying.

□ **POLICY 401-5: *Industrial areas.***

The industrial portion of the Existing General Land Use and Future General Land Use maps shows four categories of industrial use, and two categories pertaining to airports.

IND **General industrial** areas should consist of areas for light and heavy industrial uses which include producing, assembling components and parts, packaging, and warehousing. Small-scale industrial uses are light machine shops, clothing, furniture, appliance manufacturing, etc., usually located on small sites. Large-scale industrial uses are auto manufacturing, structural steel fabrication, chemical plants, power plants, etc., which are characterized by large sites and considerable traffic flow.

General industrial areas should have accessibility to a freeway or a major thoroughfare within five minutes surface travel time. Main line rail should be in the vicinity with spurs easily provided, if needed.

**LT IND
or LI**

Light industrial areas should generally consist of areas for industrial uses whose performance characteristics are such that they have minimum undesirable effects on adjacent residential activity. Thus, light industrial areas should be located as buffer areas between areas of general industry and residential areas, or in other areas where high performance qualities are required.

**PORT
or PT**

Owner-use port terminals. Should consist of general areas along the Detroit and Rouge Rivers for the use of industries requiring wharves, docks and piers exclusively for the handling of their own raw and finished material or products.

For-hire port terminals. Should consist of those water-shipping terminals whose facilities are available to the general public. (Almost all overseas cargo ships use these facilities, which handle general cargo, bulk cargo, and have an international trade zone of four to five acres.)

DIST

Distribution industrial areas should generally consist of areas for uses concerned with the handling, storage, and movement of goods and materials. Typical uses are transportation terminals, wholesale and warehouse facilities, maintenance and service uses, goods packing and processing uses, and supporting office and service uses.

Goods distribution areas require excellent accessibility by freeways and major thoroughfares to the major goods pick-up and delivery areas of the City and region. They may be served with advantage by other transportation modes for the interchange of freight.

The centrally located goods distribution areas should be developed with the more intense goods distribution uses that serve the businesses and industries of the regional core. The outlying goods

distribution areas should accommodate less intense uses that relate to a larger service area.

AP

(Airport) A landing area, runway, or other facility designed, used or intended to be used for the landing or taking off of aircraft, including all necessary taxiways, aircraft storage and tiedown areas, hangars, terminals and other necessary buildings and open spaces.

APR

(Airport Related) Uses that are related to an airport but do not have to be located on the airport proper. Facilities such as hotels, motels, restaurants, car rental establishments, travel agencies, and businesses that receive goods that are to be shipped by air are appropriate uses for this category. Commercial establishments related to the tourist industry and some light industrial uses would also be appropriate for this category. Airport-related uses would serve as a buffer between an airport and nearby residential development.

□ **POLICY 401-6: *Recreational and institutional areas***

MP

Major park is a large open area which preserves the natural scenic beauty of woodland, meadow, river valley, or lake front. Major parks often have botanical gardens, zoological exhibits, nature trails, bicycle trails, outdoor amphitheaters, model yacht basins, public marinas, restaurants and facilities for group picnics and winter sports. Major parks often have a golf course and bridle trails, and where applicable, public boat launching facilities and other boating services.

There is a need for large parks within the City in addition to and supplementing metropolitan or regional parks, such as Belle Isle and Rouge Park.

Metropolitan or regional parks often offer camping, fishing, hiking, trail-side museums, wildlife sanctuaries, swimming, sailing, or canoeing. Space for these activities can occasionally be provided in large parks within the City, such as in Belle Isle and Rouge Park, as well as along the Detroit riverfront.

The major park should be large enough to become a real opening or break in the surrounding urban development, giving a sense of uninterrupted natural terrain. Usually, a fairly compact area of at least 250 acres is necessary before a natural scenic character can be established.

When parks are located along the Detroit River, these objectives can also be met with even smaller sites because of the wide expanse of the River. The need for large parks is also measured in terms of acreage per thousand persons within the area to be served. Standards of the National Recreation Association suggest that there should be seven acres of open land for every thousand persons. While it is recognized that some of this acreage may be supplied in regional forest reserves or camping areas at some distance from the community to be served, at least four acres per thousand should be at the edge of the community and accessible for frequent use. The overall standard for major parks shall be 2.6 acres per thousand persons within the City of Detroit.

REC or RC	Recreation areas indicated on the map are over 10 acres in size and serve playfield <i>or</i> passive park functions. Occasionally, plazas and large meeting areas are also indicated because of their importance.
INST	Institutional / Civic / Public Use shall mean an educational, religious, health, or public use such as a church, library, museum, public or private school, hospital, institutional residences such as intermediate or long term care facilities for the elderly or developmentally disabled, or government owned or operated building, structure, or land used for public purposes and in which goods or services related to the predominant use may be provided for sale on the premises.
OS or POS	Open space includes large open areas with use not specified but usually available to the general public.
OSI	Open Space / Institutional: see INST and OS
CEM	Cemetery includes burial areas.

Public wharf areas consist of transient marina facilities and related commercial and entertainment establishments. Offices and apartments above and nearby these areas are highly appropriate. Nautical theme restaurants, lounges, and retail shops are an integral part of this complex. Public wharf areas are located at the River's edge and beyond the current harborline, wherever feasible, in areas of good thoroughfare access with parking facilities nearby. Public recreation facilities in adjacent areas would be highly desirable.

SUMMARY OF RECREATION FACILITY DEFINITIONS AND STANDARDS

FACILITY TYPE & PRINCIPAL FUNCTION	ADDITIONAL FUNCTION	SIZE RANGE	TRAVEL DISTANCE	ACRES PER 1,000 PEOPLE
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Playground

Provide active play facilities for 5 to 24 year old group	Provide semi-active play for adults	3 to 7 acres	1/4 to 1/2 mile	1 acre/1,000 people
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Playfield

Field sports facilities for youth and adults; semi-active and passive use facilities for all age groups	Provide playground facilities	10 to 20 acres and over	1 to 1 1/4 miles	1 1/2 acres/1,000 people
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Major Park

Semi-active and passive use facilities for adults; active uses for the younger age groups	Provide playground and playfield activities	60 acres and up (less on riverfront)	3 miles on public transit line	3 acres/1,000 people
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